Richmond Automobile News

HEADS OF BIG RAILROADS PRAISE TRUCKPORTATION

Presidents of All Large Systems Consider Trucks Needed Asset to Country.

EACH GIVES HIS VIEWPOINT

outhern Lines Express Interest i Highway Proposition to Relieve Jam of Abnormal Shipments of Agricultural Products

Norman Call Declares Railroads Value Trucks

Norman Call, vice-president of the Richmond, Fredericksburg and Potomac Railrond Company, made the following statement re-lative to motor truck transpor-tation in a letter to the National Automobile Chamber of Commerce in New York. Automobile Chamber of Commerce in New York.

"I think that what you say regarding the high importance of the motor truck, not only in connection with the part it played in the war, but in the commercial life of the nation, is conceded by every thoughtful man, and I believe also that the rallroads almost without exception realize the rallie of motor transportation as

The entire country is today suffering from a paraivtic condition that has gripped the railroads, due to an unprecedented high-water mark in the production of every commodity which requires transportation to make it available for consumption.

We can hardly blame the railroads, for they have always been capable of handling the business offered to them, but conditions in the world today have changed and are above normal. Production and consumption have advanced at a faster pace than transportation, and still we must consider that there is very little room for future rail transportation growth. So, unless we develop other lines of communication, we can never hope to develop unbroken fields to production and take care of the commerce which is now flooding our railway systems.

The motor truck is a valuable and

fields to production and take care of the commerce which is now flooding our railway systems.

The motor truck is a valuable aid to the railroads in extending their services further inland and in giving quick and cheap transportation in sparsely settled communities. All those who have an insight into the future can readily see that our waterways are coming back into their own. These waterways, which formerly carried our commerce and which have become idle and fallen into decay through the fact that the railways could better and more rapidly handle the commerce of our country, are once again returning to their former prestige and power, due to the inability of the railroads to keep step with the march of progress and production.

With the railway, the waterway and the highway transport, adequate transportation for the present needs of commerce, as well as the needs of the future, will be furnished. The following glowing statements of railway officials clearly illustrates the attitude of railway management toward these new forms of transportation ills:

Viewpoints of Railroad Presidents. Statement of J. E. Gorman, presi-

Viewpoints of Railroad Presidents.

Statement of J. E. Gorman, president the Chicago, Rock Island and Pacific Railway Company;

"There is no question of the value of motor trucks in serving rural communities, and I think equally they can be used to advantage in the transfer of freight in large shipping centers, replacing trap cars now used for that particular purpose, which experiment has been tried at least in one very important city.

"Good roads are necessary for the development of motor-truck transportation, and the large sum now being applied to this particular purpose in almost all parts of the United States, if expended at proper locations, will enable the motor truck to serve well many localities not now adequately served by railroads."

Statement of J. J. Bernet, president of the New York, Chicago and St. Louis Railroad Company:

"We, of course, are interested in anything and everything that will tend to relieve the traffic situation, which seems to be in an unsatisfactory state at the present time, and I most thoroughly appreciate points of Railroad Presidents.

statement of the conclusion reached as to the handing of short-haul 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by motor truck and long-baul sulk 1. c. 1. traffic by rail is the correct step, and there only remains the development of the proper public sentiment to give voice to such laws and protection as will make this conclusion effective.

"Any solution of the question along this line creates serious and farreaching problems, and it can hardly be expected that the subject will be disposed of out of hand. In the end, i feel sure that you will find the railroads co-operating with any properly constructed public body in an effort to reach a complete understanding upon any fair and equitable basis."

Statement of F. D. Underwood, president Eric Railroad Company:

standing upon any fair and equitable basis."

Statement of F. D. Underwood, president Eric Railroad Company:

"The Eric Railroad is interested in motor-truck transportation, and would be glad to receive the additional data on the subject to which reference is made in your letter."

Statement of Gerrit Fort, vice-president of the Boston and Maine Railroad:

road:
"We are much interested in the development of motor-truck transportation, in the hope that such development will follow wise and proper economic lines, and will be very glad, indeed, therefore, to receive the result of your study of this sucject and such further information as you may be able to give us from time to time."

Southwest Needs Trucks.

Southwest Needs Trucks.

Statement of B. F. Bush, president
Missouri Pacific Railroad Company:
"Highway transportation by auto
truck will undoubtedly be of considerable volume in the Southwest,
particularly in the States of Arkansas, Louisiana and Texas. Large appropriations have been made by the
legislators of these States for highway construction, and upon completion of this work I am very sure
that the opportunity for auto truck
transportation will be larger than
ever."

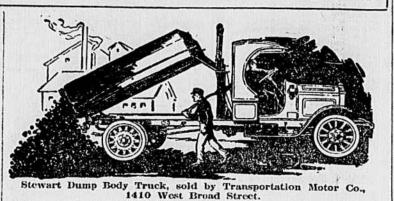
transportation will be larger than ever."

Statement of H. E. Byram, president Chicago, Milwaukee and St. Paul Italiway Company:

"It beems to me that the automobile truck as a transportation factor has a field where it can be useful in the handling of miscellaneous short-haul traffic in and near congested centers, and no doubt the present situation will afford a favorable opportunity for development of the motor truck in the field where it can be most useful under normal conditions. Fortunately, the conditions under which the motor truck can be operated to the best advantage is in the handling of traffic which is most expensive for the rall-roads to handle."

Statement of C. A. Phelan, general manager of the Missouri and North Arkansas Rallroad:

"There is no question but what



the motor truck is a great asset in the handling of freight to and from the railroads to the interior country, and there is an opportunity for considerable development along such lines in this country.

B. & O. Favors Move.

Statement of Daniel Wilhard, president of the Baltimore and Ohio Railroad Company:

"I think I realize properly the important and I believe it is a the best interests of the country as were that such transportation be further developed along economic lines.

"I think there is a very proper economic field for all agencies of transportation so far developed, and wherever it can be clearly shown that the motor truck can perform the total economic exception of the motor truck can perform the railroad and the motor truck have each their own sphere of economic usefulness, and in my opinion, it would be a mistake for either one to extend its influence and activities best influenc

Statement of W. G. Besler, president of the Central Railroad Company of New Jersey:

"There can be no question in the mind of any one concerning the important part that the motor truck has now come to play in the matter of transportation in this country, nor that it has come to stay and to supplement railroad service, just as the automobile and trolley car has supplemented and extended the radius of suburban life.

"The auto truck for intra-city movement and for inter-suburban service will fill a much needed gap and will do more economically and efficiently the i. c. i. business which has been forced upon the railroads, and must be handled through transfer houses and platforms, subject to the excessive cost of such service, in addition to the delay of the shipment itself.

"I do not know that your letter calls for any greater amplification."

ment itself. "I do not know that your letter calls for any greater amplification of expression or indorsement of the automobile service."

Statement of Anson C. Goodyear, president New Orleans Great Northern Railroad Company:

"I have read with interest the pamphlet inclosed. I would be glad to receive the information regarding the study of this subject to which you refer in your letter."

Sparks From Motorland

A meet was held this week at the

Richmond's Greatest Tire Sale \$15,000 Stock

POWER ALCOHOL FROM

English Commission Declares World Will Have to Look Elisewhere for Chenp Fuel. LONDON, August 14.—The American Chamber of Commerce in London understands that the British fuel research committee appointed to investigate alternative fuels for petrol has eported that the production of power

reported that the production of power alcohol from foodstuffs is not economically possible in Great Britain and that production in other parts of the empire on an adequate scale is not yet praticable.

The committee emphasizes the fact that since the world's output of petroleum is only about 75,000,000 tons, whilst coal is in the region of about 15,000,000,000 tons a year, there is no alternative at present, except to concentrate all energies on the adoption of the products of coal, since coal is the largest as well as the cheapest source of fuel for transport purposes.

coal is the largest as well as the cheapest source of fuel for transport purposes.

The production of vegetable materials in Great Britain from which allicohol could be extracted is not sufficiently high to allow of their use for purposes other than foodstuffs, whilst the production of alcohol in other parts of the empire where vegetation is plentiful will depend on a cheap and simple process on the spot, which does not yet exist.

In view of the rapidly increasing consumption of petrol, says the American chamber, and the possibility of a shortage in the near future which has served to emphasize the necessity of investigating all available substitutes, the production of a cheap and efficient substitute is of great importance, but the floding of the committee will come as a surprise to many who were hoping great things from the wider use of power alcohol which has attracted universal attention.

BIGGEST TIRE SALE

in the South now going on at NATIONAL TIRE AND RUBBER CO., Largest Tire Dealers in the South. 425-127 W. Brond St., Richmond, Va. Phone Randolph 4082.

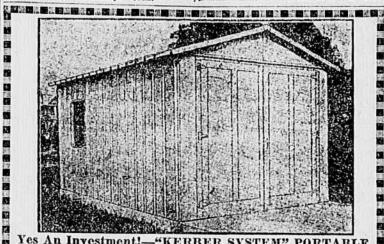
vegetation is failure "ROAD HOGS" SHOULD TRY

Highway Is Among Old For-

courtesy to other cars is growing in disfavor, and his unpopularity bids fair to increase rather than grow less. One of the most despised types of discourteous driver is the one terme

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gotten Practices. With the rapid increase of motor is a growing demand that all motorsafety.

The driver who refuses to show

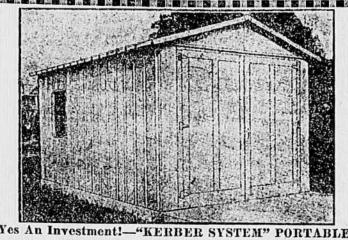
discourteous driver is the one termed inelegantly, but quite accurately the "road hog." He is the fellow who insists on taking two thirds of the road and crowding your car off the paved road when you meet him, or who refuses to turn out so you can get by when you overtake him. By his tactics he not only takes joy out of the lives of other motorists, but actually endangers their safety.

Truck Drivers Fair.

Passenger car drivers might well

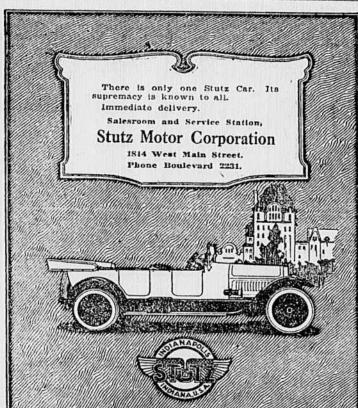
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All Sizes in Stock at the Same Reduction, According to the Size.

This Sale Will Continue to August 21 Inclusive

Southern Tire Store

423 West Broad Street.

tor trucks on this point of giving the other fellow his share of the road. Every motorist who spends much time on highways frequented by motor trucks knows that there seems to be a feeling of pride among the tablishing good will for it than by truck driving fraternity in having manifesting on the highway the courtrucks show every possible consideratrucks show every possible considera-tion to other cars, says the United States Tire Company. It is a much tion to other cars, says the United States Tire Company. It is a much less simple matter for a big truck to pull to one side than it is for a light passenger vehicle, yet many a motorist touring on heavily transparent.

motorist touring on heavily traveled roads will remember with what cheer-ful quickness some heavily leaded truck pulled to one aide to let him pass at the very first blast of the horn. horn.

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In searching for a reason for the almost uniform courtesy shown by druck drivers, it is not necessary to look for. Nearly every motor truck

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a touring advertisement of the company. Every truck driver who is rush about constantly showing proud of his company knows that no courtsy to other motorists. easier method could be found of ea

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Location

Organization

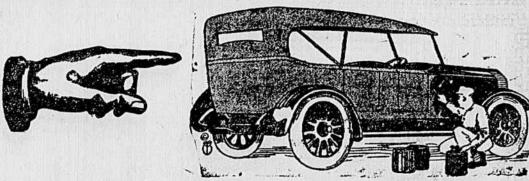
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